alongside, and the Mayor and the special comompany him got on board. The members of the committee Gen. Gillespie, Gen. Tracy, Gen. Butterfield, Gen. Collis, Gen. Fitzgerald, Hilary A. Herbert, ex-Secretary of the Navy; Alton B. Parker, Chief Judge of the Court of Appeals; ex-Mayor Gilroy, Corporation Counsel Whalen, ex-Mayor Wurster of Brooklyn, Maurice F. Holahan, President of the Board of Public Improvements: William McAdoo, Herbert F. Gunnison, President Guggenheimer of the Coun eil, and President Woods of the Board of Aldermen. Mr. Holahan was Chairman.

By the time the Patrol got within hailing distance of the flagship the crowd of boats around the cruiser was very great, and there was trouble getting alongside. The converted yacht Scout lay directly in the path of the Pad. Although signals were made warning the Scout that the Patrol wished to go alongaide the flagship, the converted yacht showed no signs of wishing to get out of the way. Pinally Chief Devery, who was resplendent in his new uniform, gave orders to go ahead without regard for consequences.

'Crowd her out of the way if it is neces he cried.

The Patrol then went ahead at moderate speed. Just before her bow came up with the tern of the Scout, a man on board the latter

"Mr. McKinley is aboard this yacht!" Chief Devery jumped,in the air as if he had been shot. He looked down on the deck of the Scout and saw a man with a clean-shaven face. who looked very much like the President of the United States, standing at the rail. "Head her off! Change her course!" he

cried loudly. "Don't do anything of the sort!" shouted Chairman Holahan. "It isn't the right Mr McKinley.

It was then discovered that the pas carried by the Scout was Abner McKinley, brother of the President, and Chief Devery ordered the Patrol to go alongside the New York, even if she had to run the Scout down. Before the order could be carried out, how ever, the Scout pulled away, and the Patrol was allowed to go alongside the flagship. As she came up, the sailors and marines on the flagship crowded at the rail and gazed with curious interest at the municipal party. There was some cheering on both boats.

When the Patrol was made fast Mayor Van Wyck went up the gangway first, followed by Private Secretary Downes and Messenger Hetherton carrying the municipal flag. Then came Chairman Holaban, Gen. Tracy, and the other members of the committee. As they stepped on the deck of the flagship Lieutenant-Commander Potter, the Executive Officer, reseived them, greeting each man as he passed The committee was led to the starboard quarterdeck, where they were joined by Secretary Bliss. Secretary Alger. Attorney-General Griggs, and Postmaster-General Smith, who were there to represent the President. The two ex-Secretaries of the Navy IMr. Herbert and Gen. Tracy, received a warm greeting from the Cabinet officers. While they were chatting Chairman Holahan sought out Admiral

Sampson and said to him: "The Mayor of New York is here and he will be ready to welcome you as soon as you are ready to receive him."

"I am ready to receive him now," said the Admiral, and he walked with Mr. Holahan over to the place where the Mayor was standing. "Allow me to present to you Robert A. Van Wyck, Mayor of the city of New York," said

"I am pleased to see you," said the Admiral, and they shook hands. Then the Mayor said

"HONORED SIR, ADMIRAL COMMANDING THE VICTORIOUS NOBTH ATLANTIC SQUADRON OF THE AMERICAN NAVY, RETURNING FROM THE NEVER-TO-BE-FORGOTTEN TRIUMPHS AT SANTIAGO:

"In behalf of the people of the city of New York it is my high privilege, as their Chief Magistrate, to present to you, and through you to every officer, marine, sailor, and landsma under your command, their warmest welcome home. It is not in words to express the emtion out of which this greeting springs.

As the achievements of the American Nav have been crowned with victorious consequences, unsurpassed in the annals of naval warfare, ancient or modern, the tongue necessarily falters in striving to express the feeling of combined gratitude, pride, and patriotic fervor with which every American breast is

filled on contemplating them. "There was not in the world four short months ago a navy with a more splendid record than that of the United States. To-day we speak within the bounds of reason in declaring that what might have seemed impossible has ished. The record has been ren dered still more glorious-the navy of the

United States has eclipsed itself. "Never, while history continues to instruct men and the memory of American deeds remains to impress, can the battle which saw the Spanish fleet annihilated on the coast of Bantiago be forgotten. In the contemplation of the victory, the skill, the courage, and the magnanimity of the victors, together with the far-reaching effect upon the future of the civilized world, that engagement stands without a parallel in the history of men.

'However, I am not here to describe, or to attempt to describe even in outline, the deeds of valor that made heroes of the brave offieers and men of the navy at Santiago. My simple and highly prized duty is to extend to you, the officers, marines, sailors and men of the North Atlantic squadron the congratulations and hearty welcome of the people of Greater New York and the freedom of their

All during the Mayor's speech there was a constant uproar of whistles from the craft surrounding the flagship. Nevertheless, his voice was loud enough and clear enough to be heard by everybody in the crowd. Admiral Sampson stood facing him with his hands behind his back, and most of the time kept his eyes upon the deck. Occasionally the traised them and bowed slightly, as if to acknowledge the tribute which the Mayor was paying to himself and his men. The Mayor's speech received hearty applause from the members of the committee. In his reply Admiral Sampson spoke briefly. This is what he said:

"Mr. Mayor and Gentlemen: Permit me to thank you on behalf of the officers and men of the navy, who, through their efforts, have won your congratulation. I am sure they would all be pleased to hear that they have been appreciated, as I am. We have done our duty only, and we are consequently deeply grateful to you for expressing the thanks and congratulations of the people of the city. which you have done in such glowing terms. for the little we have accomplished. I thank you, Mr. Mayor, exceedingly,"

The Mayor bowed and said:

Greater New York." Bampson and shook him by the hand, and each member of the committee congratulated him personally upon the giorious achievements of his fleet. Admiral Sampson had a pleasant word for everybody. There were those present who said they saw tears in his eyes after the Mayor had finished his address of welcome. When the members of the committee had finished offering their congratulations to Admiral Sampson, Mr. Holahan approached him and said:

"It has been suggested, sir, that the police boat Patrol should head the parade." but why the Patrol?" asked Admiral

Because we wish to keep the course clear."

replied Mr. Holahan. "We do not wish any eraft to interfere with the parade." "Oh, I don't think any of those boats will interfere with us," replied the Admiral with a smile Mr. Holahan smiled, too, and the committee and the Mayor got on board the Patrol again. As soon as they left the deck of the flagship and before the Patrol had gone 100 feet on the return journey to the Glen Island, the naval parade had started, with orders for sight-knot speed. This caused a slight disarmagement of the official programme. It was the intention of the committee Ito have the municipal boat fall in directly behind the ats of the Police Department. It was some time, however, before the Mayor and his party ould get on the Glen Island again, and by the time she got under way the New York and the Iowa were a considerable distance ahead of her. The engineers of the Gleb Island crowded on steam, and she soon began to gain on the two warships. As she came abreast of th Iowa there was a deafening outburst of cheers

rom the committee and their friends. Three cheers for Fighting Bob Evans relied some one in the crowd, and the sponse was ear splitting. When the Glen Island came abreast of the New York the cheering was repeated. Admiral Sampson was seen the bridge, but he seemed to pay very little attention to the great welcome which was going up to him and his men on both sides of the river. He was apparently busy directing the movements of the fleet.

When the float turned, shows Grant's tomb. the Mayor, accompanied by Messenger Hetherton with the municipal flag and several of the members of the committee, went to the hurricane deck and, as each boat went by, he saluted. The salute was returned by the flagship New York. When the Glen Island reached Forty-fourth street on the return trip the Mayor landed. It was said that he was going to his summer home at Freeport, L. I. Be fore leaving he expressed himself as highly gratified with the success of the celebration. and said that the welcome could not have been more impressive had the committee had six weeks, instead of three days, to prepare for it. All the members of the committee, also, seemed to be greatly pleased with the success of the demonstration. The Glen Island stopped at "various landings on the way" down, and she finally tied up at 2:10 o'clock in the after noon at the foot of Cortlandt street.

ARMY AND GIRLS AT SEA. The Hancock and the Meigs Took Them to See the Show Afloat.

The army, with the exception of the Secretary of War, saw the parade of warships and sent its welcome to the navy from the Government boat Gen. Meigs and the Governors Isl and ferryboat Gen. Hancock. The Meigs brought officers from the forts at the neck of the Sound and the ladies they had invited. The Hancock had on board Brig.-Gen. George L. Gillespie, commanding the Department of the East, Mrs. Gillespie, what officers are now stationed at Governors Island and most of the wives and daughters of the officers formerly stationed there, but now in Cuba or at M. tauk Point, and the Governors Island band, She outranked the Meigs a good deal, but the girls on the Meigs said disdainfully that she was "only a ferryboat." When the Meigs swung clear of the Battery and moved up into

the river she was just abeam of the Brooklyn "What ship is that, I wonder?" asked a gir wearing the badge of the Twenty-second Nev fork on her breast, of one of the regiment's surgeons.

"That?" replied the surgeon. "That? Why. that's the-the-the Oregon. You know that's he ship that came all the way around the Horn and didn't turn a hair coming." "But I thought the Oregon had big house

of each. I don't see any such thing on that 'Of course you don't see them now," replied the Major. "Peace has been declared, and as soon as the protocol was signed they removed

ront and rear, with two big guns sticking out

the front and rear houses and stowed the guns away for the next war." A Captain in the regiment had been standing just back of the Surgeon-Major during the conversation, looking at the ship under discussion through a pair of fieldglasses. The

Surgeon-Major's last remark was too much for him, and he said: "You're both getting on very well, but beore you go into further details I may as well tell you that that ship is the Brooklyn. I have

ust seen her name through my glasses." "The Brooklyn!" exclaimed a Second Ar tillery girl with crossed cannon on her red hat-Why, that's dear old Schley's ship! band. Let me take your glasses a moment, Captain; I am sure I can pick him out on the deck. He's

ust the dearest thing "-The artillery girl had the glasses to her eyes by this time and, spotting a man who she was positive was the Admiral, she exclaimed: There he is! There be is!

cap? Why don't the Meigs blow her whistle. or fire a saluting gun, or do something?" Just then a happy idea evidently struck her for, handing over the fieldglasses to their owner, she ran forward to the pilothouse

where the Captain of the Meigs stood at the wheel, and cried: 'Captain! There's the Brooklyn out there,

don't we blow our whistle?" "I guess we better," replied the Captain, and with that he caught hold of the rope and for the next two or three minutes nothing could be heard in that quarter but the Meigs's whistle It blew and blew and blew, and the sound of it was like the sound of a foghorn in first-class condition. By this time the Meigs was well up alongside the Brooklyn, and so much noise from one vessel, even though hundreds of others were tooting at the same time, attracted the atten-

tion of the officers and men on board, and the

caps of the officers and the jackies were doffed

in acknowledgment of the salute. The Meigs kept abreast of the Brooklyn for s time, and, from the remarks that were made, it was quite evident that the army, as represented on the Meigs at least, had a soft place in its heart for the Brooklyn and everything about and aboard her. After a little the Meige dropped astern of the cruiser, and another warship came along. A Ninth Cavairy Major. with gray hair and a bristling gray mustache. opined that that must be one of the monitors. The ship sat much lower in the water than the Brooklyn, and from her appearance one might have imagined that she had been through several wars. To those on the Meigs she was the toughest-looking ship in line. But a little girl, perhaps 14 or 15 years old, who stood beside the gray-haired Major, convinced him in about three seconds that it couldn't possibly

"Why, Major!" she said, "that isn't one of the monitors [this very disdainfully]; the monitors haven't so much freeboard. In the water you can hardly see anything of them but their turrets. And, besides, the monitors haven't been ordered north yet."

Oh! is that so?" inquired the Major, with an expression of surprise upon his face, "The monitors haven't so much freeboard? Wha does a Color Sergeant in a cavalry regiment know about freeboard. I would like to know?"

That gave the Major's little friend a chance, and she gave him a very good description of a monitor, told him all he wanted to know about 'freeboard" and such, and ended by stating very emphatically that the vessel in question was a battleship and not a monitor. By this time the Meigs had dropped so far astern of the vessel that her name could be made out through glasses, and then it became known that she was the Massachusetts, proud as a peacock of her dingy appearance. The making out of the name also settled the question of how much a cavalry Color Sergeant, even though she were a little girl only 14 years old,

may know about warships. Back of the Massachusetts was the Oregon. and when the army was assured that there was no mistake this time as to the identity of that vessel, it had eyes and interest for nothing else. The Captain of the Meigs must have learned for himself what the ship was that was passing, for, without any suggestion from artillery girls or cavalry girls, he blew several long blasts just to show that the Oregon was

recognized. By this time the head of the line of ships was opposite Grant's Tomb, and the New York began the salute. All the battleships hove to. and the Meigs followed suit. While she was lying there, about off West 117th street, the sound of music was heard astern. It was the first band that anybody on the Meigs had heard. A yellow funnel appeared above all the funnels of the nearby craft, and the Hancock came steaming up the river as jauntily as if she had been a steam yacht just finishing a race. On was playing " Hall to the Chief."

Well, if I ever!" exclaimed a girl who sport ed the cross sabres of the Third Cavalry on her hat, "There's the old Hancock. It's very venturesome for her to stray so far away from home. But she must have been taken in tow by something to have got up here so quickly." The Hancock came on totally oblivious of the fact that remarks were being made about her, and the band kept on playing "Hall to the Chief." The Hancock passed very close to the Meigs, but nobody aboard the ferryboat to look toward the other army craft Away the Hancock went up and around the head of the line of battleships and down the river. Only once after that was she seen by ose on the Meigs until both rounded the Bat tery about the same time. On both occasions

the band was still playing "Hall to the Chief." The Meigs proceeded more leisurely down the river, passing close to each warship on the way down, so that the army might have a good look at each and say all the pleasant things it cared to about its friends in the payr. When the New York hove to a little below Governors Island and signalled to the other ships to do likewise, the Meigs, filled with the spirit of the occasion, obeyed the signal just as if she were an armorelad. At that moment it was noticed that companion ladders were being rigged on the starboard sides of the New York and the Iowa. The army took tha to mean that some visiting was about to done. Pretty soon Capt. Evans was seen to leave the Iowa in his gig and proceed to the flagship. Everybody on the Meigs kept quiet and looked until "Fighting Bob" left the gig and walked up the companion ladder, one step at a time, and limping as he went. Then the army was certain of the identity of the caller, and the whistle of the Meiga did almost as good service as when it greeted the Brook ivn A short time after that the Meigs rounded the New York and returned to Pier 3. Just as she docked the artillery girl remarked to the cavalry girl:

Well, it was just a lovely show, but I'm glad I belong to the army."

ALL DAY ON THE FLAGSHIP. Fleet Didn't Anticipate Such a Greeting-

What the Admiral's Visitors Said. The first official intimation on board of the homeward-bound fleet under Admiral Sampson of the welcome that awaited the returning sailors was in despatches brought by the tug Nina, which spoke the flagship New York twenty miles outside of Sandy Hook about 5

o'clock yesterday morning. Officers and men on the fleet had been making plans for shore iberty, and were expecting to "hit the beach in the morning watch.

"What do you think of this?" questioned every man of his neighbor, and the general opinion was one of disappointment. There were more than 200 men and several officers on board the flagahip who had not set foot on land since Jan. 15 last, and these had begun to count almost the minutes to the time of their arrival at Tompkinsville. To be ordered to parade under these conditions was almost as unwelcome as it was unexpected. In fact, the speed of the fleet had been reduced to six knots in the previous fourteen hours simply to avoid the necessity of lying to or coming to anchor off Sandy Hook and thus giving an opportunity for a flotilla of excursion boats to gather and hinder the ships from getting to their an-

chorage quietly. The telegraphic signal detailing the route and programme of the parade which was holsted on the flagship soon after daylight was received by the fleet in impatient silence. When, at 6 o'clock, the signal to proceed at eight knots' speed was hoisted, and, an hour later, "take double distance," the six ship drew ahead at their 800 yards' intervals. The norning mists had not yet cleared away, and the air felt raw after the sultry heat of the

Officers appeared on deck in tight-buttoned service suits of blue, grouping themselves in knots in what little sunlight struggled through the mist. Then the order was passed that the dress for the day would be "undress B, with white trousers," which meant double-breasted frock coat without epaulets or side arms. duck trousers, black shoes, and white caps.

By the time all had put on this uniform the eet was abreast of Sandy Hook. As the officers turned from a scruting of the new works erected there since they had last seen the place the first boatloads of excursionists began to appear. Their enthusiasm was inspiriting and contagious. Then, too, shortly after 8 o'clock, at which hour the flagship passed the Hook, the sun came out a little stronger, and everything seemed to brighten up. By the ime Coney Island was in plain sight, the mist had nearly cleared. Coney Island had a wonwere interested to see it again. Some one said he had heard that the elephant had been rebuilt, and there was a great rush to starboard to see if it were so. And even though no elephant rewarded the sight, were there not two Ferris wheels? There was, altogether, an astonishingly small amount of disappointment

over the absence of the elephant. In the meantime the yelling and whistling had begun. An oyster sloop with her rakes stowed on top of the cuddy, a trim yacht with saluting cannon on board, other sloops, catboats, schooners, rowboats, launches, tugs, and all manner of craft appeared. Individual cheers or congratulations, whistles blown one at a time, came in faster and faster succession, and the officers and men went from side to side of their ships with increasing eager ness and attention.

The first real enthusiasm on the warships was started by a laugh at two small craft, apparently sister vessels, a trifle larger than launches and much smaller than tugs. These two came churning through the water at evidently their very best speed. Abreast of the flagship they whistled three times-three shrill blasts in nnison, such as might well be blown by a small boy on a willow stick. Notwithstanding the smallness of the sound produced, the effort seemed to require much steam, for the speed of the boats materially slackened while the whistles were going. There seemed to be a sitancy on the part of the skippers of these eraft as to whether they should sacrifice speed for noise or noise for speed. They went past the whole fleet apparently undecided on the point. These two craft were the first to be cheered from the warships, and the laugh they caused resulted in the success of yesterday's

entire programme. By the time the fleet had passed the Narows the number of boatloads of excursionists had increased beyond enumeration, and the noise of New York's welcome to the navy was already drowning the orders of that navy's offisers. Not only that, but the men were so eager in their replies to every ovation that some orders that were heard were not heeded or obeyed. When the national salutes were fred from Forts Hamilton and Wadsworth and were answered by the Iowa for the fleet, the men finally found themselves. It seemed to have needed the sound of the guns and the smell of the powder smoke to bring to them a complete realization of the occasion. Suddealy it came to them that this was the aftermath of the vigil and daring, the toil and deprivations of the last three months. It was not the greeting of amusement purveyors to the returned sailor with money in his pocket. but the welcome of the American people to its victorious man-of-war's men-and Jacky apreciated the difference. He straightened up and received the homage as his just due, fairly

dignified, yet with a smile as broad as a signal yard. On the flagship's quarterdeck, where the official greetings were given, there was that marked simplicity of procedure that has characterized Admiral Sampson's conduct in the entire war. When the tug Narkeeta came alongside at 10 o'clock, and the Cabinet officers, representing President McKinley, filed on board, the four blasts of the bugle and curtailed salute of the marine band, while the full guard stood at "present"-the regulation reception was all that was accorded. Admiral Sampson advanced to the gangway bareheaded and shook hands all around, just as he has shaken hands with every man who has ever

stepped upon that deck on an official visit to So, later, when Mayor Van Wyck's party came on board from the Patrol. It was remarked by members of these two parties afterward that the natural and unassuming manner in which Admiral Sampson received his; welcome home was as impressive as the

welcome itself, spoken from millions of throats. After the Mayor's party left the flagship most of the remaining visitors went to the for ward bridge, where Capt. Chadwick and Lieut Roller (navigating officer) were standing side by side at the wheel. It was the largest num ber of civilians that had ever been assembled on this sacred part of the ship. The conversa tion was not general: like a host at a quiet home gathering Admiral Sampson moved from group to group, answering questions of war, seamanship, navigation, ordnance, con-

struction, and strategy.

When the concerted "Sampson! Sampson! shouted from some passing boat became to conspicuous to be overlooked he raised his cap After the turn above Grant's Tomb ther was a short adjournment to the Admiral's cabin, after which visitors and hosts congre gated on the quarterdeck again. The burden of every man's conversation was, "It has been

a great day." What strikes me first in all this," said one Cabinet officer, "is the American people. No other nation could turn out at three days' notice such a concourse of citizens. The citizens of no other nation could show such spontaneous enthusiasm." And then there were questions about the wonderful health record of the navy and MarineCorps. All about the deck one might hear snatches

"This is the embodiment of the public spirit

of this country. "A glorious return from a war which has taught many lessons. When the next war comes our navy will. I opine, contain a battleship for every State and a cruiser for every important town "

"This day ought to make it easy enough to obtain appropriations for the navy hereafter." The personal character of Admiral Sampson was praised, too, as well as his ability an success as Commander-in-Chief of the North Atlantic station. The last three months, in cluding yesterday-the blockade, the search, the watch, the encounter, the victory and the homecoming-in which he has led the navy have brought home to heretofore unrealizing minds the more prominent traits in the make

up of a wonderful man. One side of his character which might wall have been unexpected appeared resterday. when from where he stood at the ship's side and looked down upon his wife and children his eyes moist, he turned at the question of saluting orderly and answered:

"No, I cannot receive personal visits on the ship to-day."

VANQUISHED MET VICTORS.

Officers of the Colon and the Viscaya Sailed Out as Our Triumphant Fleet Sailed In.

Capt. Emilio Diaz Moreu, who commanded the Spanish cruiser Cristobal Colon when she surrendered, and Dr. Antonio Turado and the Rev. José Riera Senac, respectively surgeon and Chaplain on the destroyed Spanish cruise Vizcaya, had a chance yesterday morning to see again the triumphant squadron that knocked out the Spanish warships off Santiago. Dr. Turado and the Chaplain sailed on the Kaiser Wilhelm II, for Gibraltar, whence they will go to their homes in Spain. The doctor is ill with consumption, caused, it is said, by his rough experience after his ship was driven aground. Capt. Moren was on the French liner La Normandie, which sailed yesterday morning or Havre. The Eniser Wilhelm II. and L. Normandle were trimmed with bunting in recognition of the arrival of the Yankee vessels.

FOUNDED MEN SAW THE PARADE The Thomas S. Brennan Had on Board Forty Soldiers from Santiago.

Among the most enthusiastic spectators of the parade were forty wounded soldiers from Bellevue Hospital, who were on the Charities Department boat Thomas S. Brennan. The boat was gayly decorated with bunting and flags. Commissioner Keller had as his guests Cor rection Commissioner Thomas J. Lantry. Deputy Commissioner Thomas S. Brennan of the Charities Department, and the heads of the two departments. The Thomas S. Brennar tied up at the East Twenty-sixth street pier at 8:30 o'clock, and forty of the wounded men who the surgeons said were able to stand the excitement of the trip, were carried on board

and comfortably placed. Each man had a steamer chair and was well wrapped up in rugs. A big stock of refreshents was on board also and plents to see that every one was served. The soldiers were impatient to be off, and when the boat left the pier at 9:30 o'clock their faces showed the intense satisfaction they felt.

When the fleet was sighted the soldiers were much affected, and several of them burst into ears. They were too weak to cheer, but the other people on the boat made up in enthusism for them. The Thomas S. Brennan accompanied the fleet throughout the whole parade, and when it returned to Bellevue Hos pital the physicians declared that the trip had been the best medicine possible for the men.

RULES OF THE RIVER DIDN'T GO. Excursion Boats and Tugboats Shoulders the Victorious Fleet at Will.

Chief Devery was not able to carry out his police rules of the river, which looked fine on paper. He decided to take personal command of his flotilla. Besides the police boat Patro and half a dozen launches the Police Department hired six tugs and pressed into service the fireboats Robert A. Van Wyck, David A. Boody and Zophar Mills. These boats were moored at Pier A

Eight policemen and a Sergeant were put on each hig boat, and each launch was manned by two policemen. On the fireboat Robert A. Van Wyck Capt. Schultz was in command, Capt. Copeland had the Zophar Mills. These two fireboats and two police tugs were to clear the way up the river. On the police boat Patrol Chief Devery presided, with Police Capt. E. O. Smith as his assistant.

Soon after the warships started up it was seen that the police rules could not be en forced. When Admiral Sampson's flagship was off Governors Island the excursion boats tugboats and small craft, which were ordered to fall in behind the warships, crowded danger ously near. The police boats were lost sight of in the crush. The Van Wyck kept the port side of the leading warship free of all craft, but on the starboard side tugs hustled her. All the way up the river these tugs obscured the view of the people who were watching on the New York shore. The tugs were thick around the ther warships, too, and little or no effort was spent in trying to keep them in line. The Patrol led the procession, but it made no attempt to clear the way.

When Riverside Park was reached the Van Wyck stopped and the warships passed by Bringing up the rear, mixed in with excursion craft, was Chief Devery's flotilia of police boats A press boat deliberately crossed the bow of the Texas and got away without even a reprimand. Other boats followed the example set and for a time it looked as if the Texas would be cut out of the parade altogether. While the salute was being firedfopposite Grant's tomb the excursion boats kept many people on the heights from getting a good look at the warships. They got so close to the ships that several times it looked as if a collision were inevitable. The tugs were the chief offenders. With a couple of exceptions, the big steamers behaved well. When the warships got ready to turn the Patrol rounded ahead of them. Chief Devery yelled out orders to the Van Wyck, the only police boat in sight. until he was blue in the face. When his voice failed to carry he used a megaphone. But it was useless for one boat to try to clear the way. The excursion craft crowded in front and

on the sides of the fleet. Once the New York had to slow down. An excursion boat, crowded

to the danger point, crossed her bow. A mo-

ment later the lighter Capleton graced the row of the Van Wyck. A ht lead was the Patrol. Chief Devery halled the Van Wrek through his megaphone and ordered her to make fast to the Patrol. Then be or

dered Capt. Smith to board the fireboat. 'You make him do as you want," relled the Chief to Capt. Smith, referring to Capt. Schultz. Smith took charge of the fireboat, and when the warships were well under way on the down trip four of the police boats were abreast of the New York. The other warships were without police escort. All the way to the anchorage the river craft did as they pleased. Their skippers were all good natured, and considering that 50,000 people were affoat, according to the police, it was remarkable that no mishap of any consequence occurred on the water.

QUEER CRAFT AFLOAT.

Jersey Mudboats-A Floating Derrick-Day

There were many odd eraft afloat-boats that attracted attention from even the seasoned pilots and other men who are afloat most of the time. These were boats that were improvised for an excursion and were not too risky in the harbor and the river. Most remarkable of al were the tiny boats that ventured out into the chop which hundreds of boats moving in all directions created. There were boys and men in rowboats along all Some met the battleships not long after arrived inside the Hook, and from that time till the fleet went to anchor there were dories and skiffs two halls distance from the ships. Women were affoat in the dories. They hung on to the rail with one hand and waved flags or handkerchiefs with the other. and that, too, when the bow of the boat was hanging high above the water and the ragged edge of brine was coming over the side. Nothing daunted the dories. They crossed the bows of boats of every description, and scores were seen lifted away by the first swell bulged up at the bow of a big excursion boat or

Not the least interesting of the craft were the New Jersey visitors. These boats came from the Hackensack Valley and were built for running in shallow water, and looked as if they might go through mud if occasion demanded t. There were three of the Jersey boats. One of these was the Connetquot. The Connetquot is shaped like a tablespoon, and she has two paddle wheels of extraordinary width. When she waddled up the stream with the rest she had her share of attention. Tug pilots said things about her and called her names. Such a boat had not been seen hereabouts in many

The most conspicuous boat in the whole flee was the yacht Eleanor from Norwich. She had square rig in addition to her steam power. Her poles were bare, however. She was dressed in a curious fashion. Her signal flags were run up on lines over the ends of her yards and over the tops of the two masts. She looked as if her masts and vards were the frame of a kite

Off Twenty-third street was a big, burly German in a rowboat. He had two women and three children in the boat with him. All were enthusiastically waving flags, in spite of swellthat seemed about to swamp the whole outfit Further downstream were two sailors resting at ease in a Newfoundland dory full of fish pote and nets. The chief peculiarity of the tug William L

McCaldin was that aboard was a score of pretty girls, to whom the officers of the warships were eternally taking off their hats. The Ruggles, which followed the fleet, was a

queer kind of cargo carrier. She had the appearance of a cross between a fruiter and s lighter, with a tugboat attachment. The Ox is a derrick. She looks like nothing

else affoat. She had a huge framework of beams running above her to the height of live-story window. The Hornet, a little passenger and freight carrier, had a drum and fife corps aboard. They played and the passengers danced jigs

while a couple of thousand spectators on other boats howled their applause, The tug Emperor came down with a tow of nudscows. She added her noise to that of the rest so long as she was within hearing. Another tow was that of twenty-five canalboats from the Erie Canal. It was in the fleet for a ong time. Women stood on the cabins of these boats and waved pink poke bonnets, while little

children waved aprons and the men appeared

to shout, but you couldn't hear.

Several dozen sail boats saw the coming and the anchoring of the fleet. There were oystermen, fishing smacks, trade schooners and pleasure craft. One party of five in a catboat were fishing and at anchor off Fort George. They cheered and fished alternately. The iron steamboat Taurus stayed at Seventy-second street while the saluting was going on at the She had on nearly 1,500 passengers. and the Captain gave as an excuse that she listed so much that he feared she would cap size if he went near the warships.

SHORE LEAVE FOR JACKY AT NIGHT. Homesick Oregon Tars Who Were Last

As soon as the fleet was at anchor after the parade, a flotilla of small boats put out from Tompkinsville. Nothing that could float was too insignificant to carry enthusiatic Ameri-cans out to get the closest possible view of the warships. Many visitors were permitted to walk the historic decks. One big steamer went so close to the Indiana that her passengers made flying leaps to the battleship's deck. newhat to the surprise and embarrassment of her officers and crew.

At a little before sunset the ships began send ing their liberty parties ashore. Not more than half of the officers and crews of a warship are allowed to be absent from it at one time. Half of every crew of nearly every ship was ashore last night as soon as the lists could be called off and the cutters hustled over to Tompkinsville. The higher officers were ashore before the sailormen. Capt. Cook entertained his brother at dinner on the Brooklyn, and Capt. Barker stayed on the Oregon.

Admiral Sampson, Admiral Schley, Capts Chadwick, Higginson, Evans and Taylor set the example of shore-going to the men. Some of the sailormen who came off the ships left them for good. Their terms of service expired weeks ago when the ships were in Cuban waters and they have walted until now to be released. There were thirteen men discharged

The men were wild to be on land, of course The big navy yard tug Traffic brought over a hundred men to the city. They roared cheers to every ferryboat, tug and steamer they met. While a Sun man was waiting alongside the Brooklyn to get a word with the officer of the deck two steam cutters and three boats towed by them filled up with liberty-bound bluejackets. One small sailorman made a wild scram-ble for the very bow of the first cutter. Once he was secure in the most forward position be addressed his fellow sailors as follows: "Well, you blank blank hungry blank blanks. I'll get my blank feet on the blank blank holy blank blank of a beach before any of you!" And he laughed in glee, which the rest echoed.

Along the rail of every ship hung half dozen miserable souls who had been told be somebody or other that they were on the lib erty list, but whose names had not been read off the list by the naval cadet who was assisting the officer of the deck. They looked at the yellow lights of Tompkinsville glowing along the water front and twinkling in the reflecting waves and muttered things about their officers that they would have killed another man fo saying.

Only on one ship, the Oregon, was this state of affairs not the rule. Only one division, a uarter of the Oregon's erew, got liberty, and that was for thirty-six hours.

"You see." said one of the officers. "this has been a great day for the fleet, and I think I can say for us particularly. People here showed a particular cordiality for us all day. Strange as that may seem, this very enthusiasm has made it a little sad for us, too. Now I'm an Eastern man. I'm near a place that has been at one time my home. But with the sallor men it is different. The greater part of our erew are Pacific slopers. Their mothers and

fathers and sweethearts are thousands of miles at this time of their greatest triumph. Such a day as to-day is the one day in a man's life when he would like to have his folks looking on. Some of our men have not set foot on land since the Oregon sailed out of dry dock into Puget Sound, I haven't myself spoken to a woman (except for some thirty seconds' conversation with a darkskinned washer lady at Callao) since we left the other side. Here to-day we see girls on shore, girls on steamboats waving their hand. kerchiefs and hats and kicking up their most trying to tell how much they think of the Oregon. And there isn't a girl in the whole lo

belongs to any of us." "There were a lot of girls at the Tompkins ville landing who wanted to belong to some body when we left," said THE SUN man.

'What for?" asked two officers at once, wh had been nodding approval from the gloom just out of the rays of the companionway light: "Hat bands. And they all laughed so scornfully that th

black and white ship's goat ceased its steady march around the after 13-inch turret and ooked at them in respectful surprise "It's no use denying it," said the officer

Surprised as we are by this terrific reception to-day and grateful as we are for it, this ship just now is bitterly homesick." It is only fair to suggest that these are the

riews of a man that couldn't go ashore To-night another quarter of the Oregon' crew will go ashore, and another quarter thnext night, until all of her men have had thirtysix hours in a strange but friendly land. Per

haps they won't feel so blue then. The feeling of surprise over the demonstra tion with which New York welcomed the warships was general throughout the fleet. At first when the news that the fleet was to parade was signalled around, everybody was just a little disgruntled; the order meant the postponement of shore leave for just about eight hours. But last night, after it was all over and they had seen how anxious the city had been to greet them they were all aglow with the cordiality of their welcome. They

couldn't stop talking about it. Tremendous crowds filled the Staten Is and ferryboats going both ways all the afternoon and evening. Several boats were seen to enter their slips with their noses well down into the water. Nearly all the city-bound boats had a considerable number of bluejackets on board, and it took very little to start all hands to cheer ing them. The sailormen did not scatter perceptibly at the Battery. They made for Park row and the Bowery. Both streets were full of them last night, and they were having their own kind of a good time to the very highest degree. Some of them have liberty until 8 o'clock on Monday; some had orders to be at the Tompkinsville landing at 11 o'clock last night others were expected back at 8 o'clock this

morning. Visitors to the fleet to-day will find the ships lying off Tompkinsville in this order: At the nead of the line, near St. George, the New York; behind the New York the Iowa, then the Indians and the Texas; in the outside column the Brooklyn, the Massachusette and the Oregon in the order named.

SALUTES FROM THE JERSEY SHORE From Steamship Piers and the Heights,

Further Up. Thousands Saw the Parade Thousands of citizens thronged the New Jer sey river front to do honor to the naval heroes The piers of the Hamburg-American, North German Lloyd, Thingvalla, and Netherlands-American Steamship companies in Hoboken were thrown open to the public, and on each was a large crowd. From the halyards and mast heads of the German liners Fuerst Bis marck, Patria, Cheruska, Kaiser Wilhelm II., Fulds, Trave, and H. H. Meier, which were tied up at their piers, floated strings of flags and pennants. The smaller craft in the vicinity were similarly decorated. Residents living

coofs of their houses. As the warships hove in sight on their up stream journey the crew on board the naval reserve training ship Portsmouth, moored at the foot of Fourth street fired a salme of thirty-seven guns, including thirteen each for Rear Admirals Sampson and Schley and eleven for Commodore Philip. The cannonading was accompanied by cheers from those on shore While the ships were passing Castle Point, the home of the Stevens family, another salute was fired from a big gun on the bluff.

near the river viewed the parade from the

Along the cliffs from Weehawken to Fort Lac the sightseers gathered by thousands. They had journeyed there from every secti Hudson county. The trolley cars on the North Hudson County Railway ran on one-minute headway to the various points of observation did view of the parade. The Weehawken loop of the Hudson Boulevard, one of the best observation points, was crowded.

THE TRIP UP FROM CUBA.

Incidents of the Voyage to Sandy Hook-

Indiana's Breakdowns GUANTANAMO BAY, Aug. 13.-The flag secretary, who stayed on board the Iowa during the New York's last trip, reported back as soon as the flagship came to anchor this morning. His message was to this effect: "Suspend all hostilities; raise the blockade of Cuba and Porto Rico; concentrate the cruisers under Howell at Key West; send the monitors into safe harbors at Porto Rico; transfer Watson's flag to the Newark, which will remain at Guantanaproceed to Tompkinsville with New York, Brooklyn (Schley to remain on board), Oregon, Iowa, Indiana, and Massachusetta."

This news spread over the ship with wonderful rapidity. Every one smiled and laughed over it. Within an hour the signal was made to the six big ships: "Be prepared to get under way at 10 o'clock to-morrow morn ing." This news spread, too, and the after noon was a succession of smiles throughout the fleet. Forecastles and quarterdecks were much alike. All were filled with nervous figures tramping up and down, talking and laugh

There is a great joke on the Chief Engineer, who left the flagship three days ago, after at examination by a medical board of survey, to go to New York by the St. Louis. He was the second man back on board this morning, and his rheumatism seems so much better that he would like to have the board called together

The Saturday evening band concert on the forecastle was prolonged until 8 o'clock, but even after it was over the excitement did not quite die away, and low-voiced conversation of home were heard throughout the ship until early midnight.

WINDWARD PASSAGE, Aug. 14 .- Everybody turned out early this morning, and there was a suspicion of steam hovering about the escape pipe of the Oregon before 8 o'clock. About this time comes a report from the Indiana that her air pump has broken down. There are all kinds of remarks over this:

"The Indiana always was the lame duck of "I suppose we wait for her."

"She better proceed along and not delay the

"I hear we will go on without her." &c The Adela, a little Spanish craft, something etween a launch and a tugboat in appearance brings down the British Consul and a party of friends, men, women and children, Guantanamo, who come on board the flagship and spend half an hour inspecting her. The band, which plays "The Star-Spangled Banner" and "Home, Sweet Home," as the ships leave the harbor, also gives them a tune-"God Save the Queen." In the meantime there has been quiet laugh over the fact that the Brooklyn has taken a native pilot on board. Evidently she does not intend to run aground to-day. By

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party has left the flagship, and every one awaits the word to start.

At half past 9 there is a signal from the cable office, and the guardboat puts in for a message. This causes more discussion and conjecture.

"We ought to have started last night," some one says. "or we ought to get out right away.

I will bet you that's an order to stop us." It is not, and at \$1:45 goes the boatswain's eall: "All hands. Up anchor for home." The

men give three cheers as they jump forward to answer. Anchors are hove up short, and all is ready for the actual start. The flagship gives the signal for this at 10 o'clock sharp, and then nearly delays the manœuvre. Her anchor comes up foul, with the cable over the shank and one fluke catches on her forefoot. After two ineffectual attempts to free it, signal is made to the other ships to

proceed, while the New York drops anchor again Twenty minutes later she gets under way all right, passing the Indiana and Iowa, passing also the Oregon and Brooklyn, and takes position at the head of the double column. Behind her fall in, to the left and right the Iowa, the Indiana, the Brooklyn, the Massachusetts and the Oregon. The column sweeps to the left and steams along, at nine knots, with the Cuban coast on the port side. It is a

splendid squadron—four first-class battleships and two first-class armored cruisers. "What a pity it is not heading for Spain." some one remarks, and the wish is repeated again and again.

It is homeward bound, though, which is surely the next best thing. No regular work is being done this Sunday, but more than one man brushes up civilian clothes or breaks out his trunk from the storeroom.

Just at dusk Cape Maysi is sighted with a recent wreck, a Boston Fruit Company's steamer, nearby, and as the ships round the sape lights are set-masthead, top and side lights-and they twinkle with wonderful beauty.

CROOKED ISLAND PASSAGE, Aug. 15 .- Morning breaks with the ships of the column in the same relative positions. Cuba is far astern. however, and the Bahamas lie low off the starboard bow- Crooked Island Passage Light is passed at 8 o'clock, and low islands are in sight throughout the day. Bird Rock Light is passed at noon and San Salvador just after dark. The crew began to-day to clear away the anchor chains that have been wrapped about the bases of the turrets, and the bags of coal and sand that have been used as extra protection for the ammunition hoists. The enire ship is being gone over with paint brush and polishing rag, and the last evidences of battle preparations are being removed as far as possible. Many of the fittings are stored in West, and the ship will not look her old self until these have been replaced. Much, too, has gone overboard at San Juan and other

places and will need to be replaced entirely The squadron was more than an hour behind schedule time this morning, but has been noving along at ten knots this afternoon. Four steamers, a tramp and three fruiters, were passed to-day.

CLEAR OF THE BAHAMAS, Aug. 16.-There has been some delay in the squadron's proge ress to-day, owing to break downs on the Indiana. One of her engines went wrong at 9 o'clock this morning. It was repaired promptly and the ship was about to take her position in the column again when another break developed in the other engine. It took until nearly the end of the afternoon watch to repair this, and in the meantime the Indiana had dropped about ten miles astern. The speed of the ships was reduced to about seven knots to allow her to catch up again. She began to steam up at half past 3 and was again in her position two hours later, when the squadron again went ahead at ten knots.

There have been several slight showers durng the day and the east wind, rated at "a gen tle to moderate breeze," has come in steadily off the starboard beam. There has been just sea enough to make it prudent to keep berth deck air ports on the weather side closed. Prudence was sacrificed for comfort by the occupants of some of the rooms opening off the teerage, and several washouts resulted. One of these broke up a very interesting game of whist just before late breakfast. Incidentally it spoiled three suits of white duck and two

packs of cards. About 10 o'clock to-night the Harvard passed well to the eastward of the squadron, bound south. The exchange of Very signals between the Harvard and the flagship was at interesting pyrotechnic display.

OFF THE COAST OF GEORGIA, Aug. 17 .- The half-way point in the homeward journey has been passed, and a speed of ten knots has been maintained throughout the day. This morning the indented column formation in which the squadron has so far proceeded was atandoned. A second ecdumn was formed on the left, comprising the Brooklyn, in the lead, the Massachusetts and the Oregon. The Indiana, which followed the lows in the column led by the New York, dropped several miles astern during the earlier part of the day, but resumed her station before nightfall. The two columns, 890 yards apart, were continued during the night.

The squadron left the trade wind late today. It was the opinion of occupants of rooms on the lee side to-day that the sea had gone down enough to warrant opening the weather perts. Those who had been washed out resterday objected, however, and it was very hot below decks in consequence. About half the steerage is sleeping on deek to-night. The work of painting and cleaning up the flasship is progressing rapidly. There are few traces of war left.

Our Cape Hattersas, Aug 18.—This morning the left-hand sourm of ships was ordered. half-way point in the homeward journey has

work of rainting and cleaning up the maganip is progressing rapidly. There are few traces of war left.

Off Cape Hatteras, Aug. 18.—This morning the left-hand column of ships was ordered back into its original position and then to a position on the right corresponding to that on the left which if held yesteriay. The squadron crossed the Gulf. Stream to-day and made excellent progrees. The Indiana maintained her position perfectly. Two steamers were sighted to-day—one bound south and one northeast.

Off the New Jersey Coast. Aug. 19.—The ships slowed down to six knots this forencon, as they would have reached Sandy Hook by 10 o'clock to-night otherwise. There has been a gradual but descaded change in the ocean and the weather in the last few days. The air to-day seems raw, damp, and cold in comparison with that along the Cuban coast. The water is becoming greenish and there is a haze along the horizon. Deep-sea soundings showed thirty fathoms of water this now, with fine white sand bottom. The observations made the position of the fleet less than 120 miles moved back into the old indented column. They were then along opposite Atlantic City. A small Norwegian fruit steamer was net and passed late in the afternoon, the passed between the two columns of the fleet, dipping law flag and blowing her whiste as the passed between the two columns of the fleet, dipping law flag and blowing her whiste as the passed between the two columns of the fleet, dipping law flag and blowing her whiste as the passed between the two columns of the fleet, dipping law flag and blowing her whiste as the passed between the two columns of the fleet, dipping law flag and blowing her whiste as the passed between the two columns of the fleet, dipping her yellow the fleet of the passed between the two columns of the fleet, dipping her yellow the fleet of the passed between the two columns of the fleet, dipping her yellow the fleet of the passed between the two columns of the fleet, dipping her yellow the fleet of the passed between the two col